



Transportation Commission

May 4, 2011





Agenda Item #2

King Street Metro Station Improvements Public Hearing



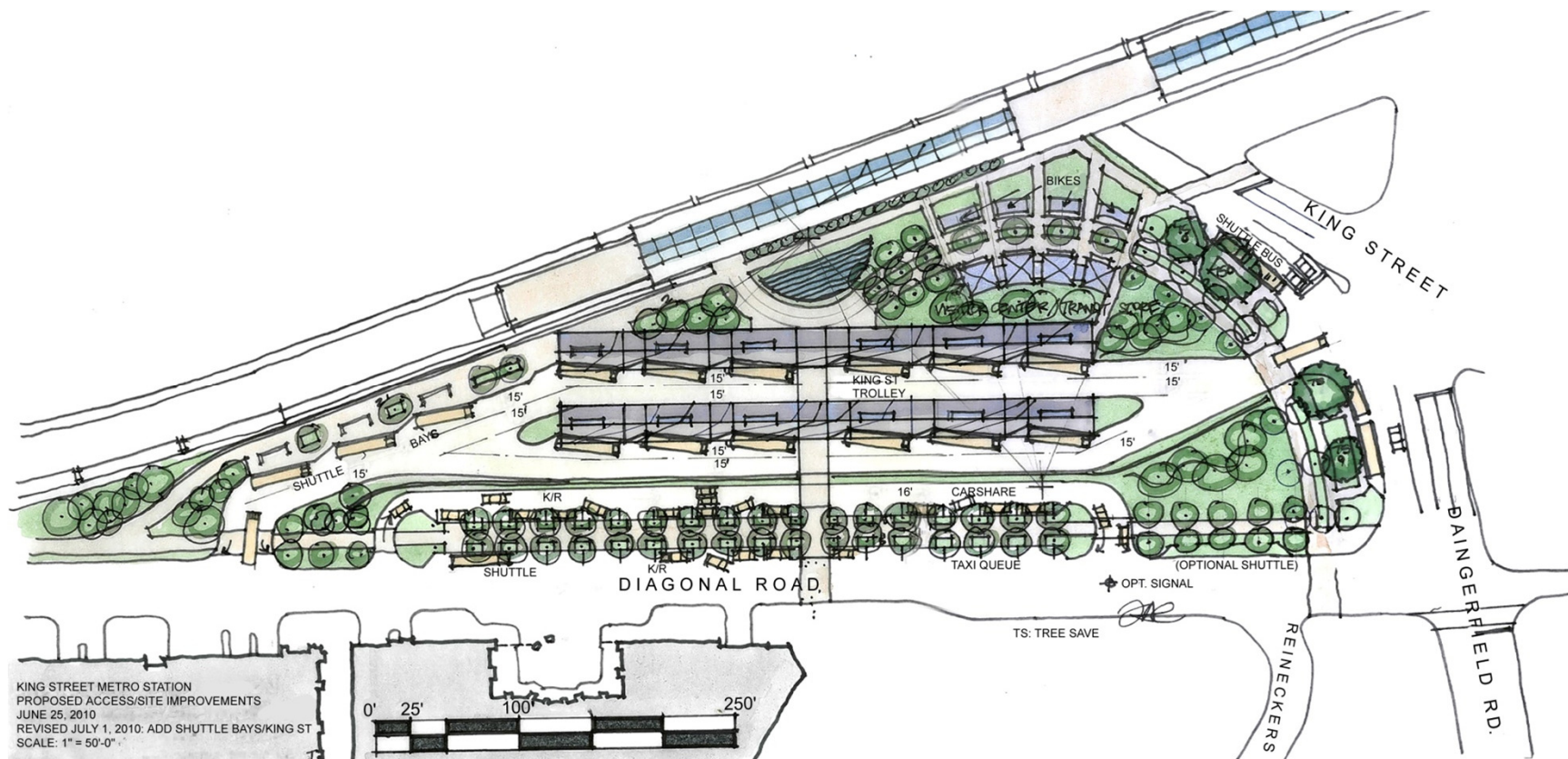
King Street Access Improvements-History

- The City of Alexandria has realized for several years that the King Street Metro's access needs improvement.
- The City, together with WMATA, formulated a plan which would address developed improved ways of addressing the facility's access needs, which was distributed in 2008.
- Based upon this plan, the City began to assemble funds to construct it.

King Street Access Improvements-History

- The City finished its assembly of CMAQ and RSTP funds to construct the facility in 2010.
- The City brought the original plan before the general public, which found that it had inadequate provisions, primarily for pedestrians.
- The City's Departments of Transportation and Environmental Engineering and Planning and Zoning revised the design, to address these concerns, and showed this plan to the general public, who thought it was acceptable.

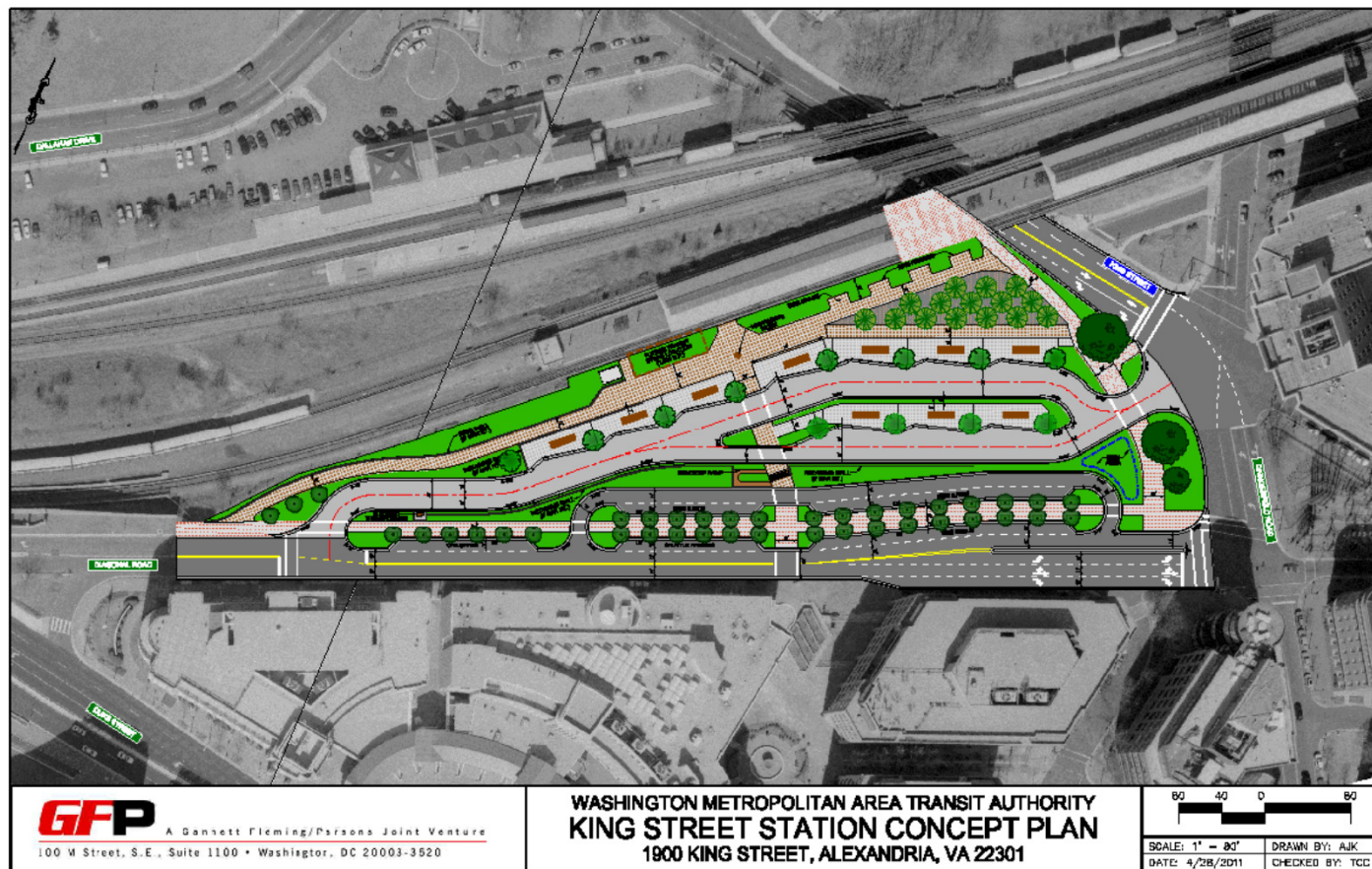
King Street Access Improvements- Original T&ES and P&Z Design



King Street Access Improvements- Recent Activities

- The City had WMATA's on-call consultant (Gannett-Fleming) do an engineering feasibility study of the design and it was modified to ensure that all of WMATA's and the City's criteria were incorporated within it.
- Following is this design for which we are seeking public input.

King Street Access Improvements-Current Design



King Street Access Improvements-

Features of Current Plan

- Parking for 10 buses
- All bus bays are 70'
- The placement of bus bays has been arranged to provide the shortest and most direct path through the bus loading area for pedestrians coming from the east.
- Maintains 12' sidewalk from the Carlyle concourse to the King St station

King Street Access Improvements- Features of Current Plan (Continued)

- Provides wide sidewalks on King Street (varies) and along Diagonal (20 feet) which will be constructed of brick set in concrete as is done in the rest of Old Town.
- Sidewalks within the station will be constructed of another type of material, such as imprinted concrete.
- This design will provide parking locations for several types of bicycles, used by riders going to the station:
 - Short term bicycle parking
 - Long Term bicycle parking
 - Bike sharing Space

King Street Access Improvements- Features of Current Plan (Continued)

- Dedicated areas will be supplied for:
 - Taxis
 - Shuttles
 - Short-Term car rentals (i.e. Zip Cars)
 - Kiss- and-Riders
- Environmental Features
 - Rain garden
 - Retaining existing large caliper trees
 - Triangular, tree covered sitting area using permeable concrete
 - Space for future relocated transit store

King Street Access Improvements- Next Steps

- Finalize concept design after receiving public comments- May, 2011
- Bid documents finished-January, 2012
- Advertise-January, 2012
- Award- April, 2012
- Finish construction- Summer, 2013



Agenda Item #3

Funding Update



Funding Update

- City Council:
 - Passed resolution endorsing Crystal City-Potomac Yard busway on April 12, 2011.
- Commonwealth Transportation Board:
 - Released draft 6-Year Plan on April 21, 2011. City has prepared comments to the plan.
- Transportation Planning Board:
 - Received update on federal transportation reauthorization legislation and efforts within region to improve bus facilities.

Funding Update

- WMATA:
 - Board approved exercise of a Metro Access Contract Option for two years.
 - Released a set of revised bylaws for public comment.
- NVTC:
 - Board provided input regarding metrics an consultant can use to establish the benefit of WMATA to the region.
- NVTa:
 - Approved the FY2013-FY2017 RSTP-CMAQ allocation plan (developed by the NVTa Jurisdictional and Agency Coordinating Committee).

Funding Update (Budget)

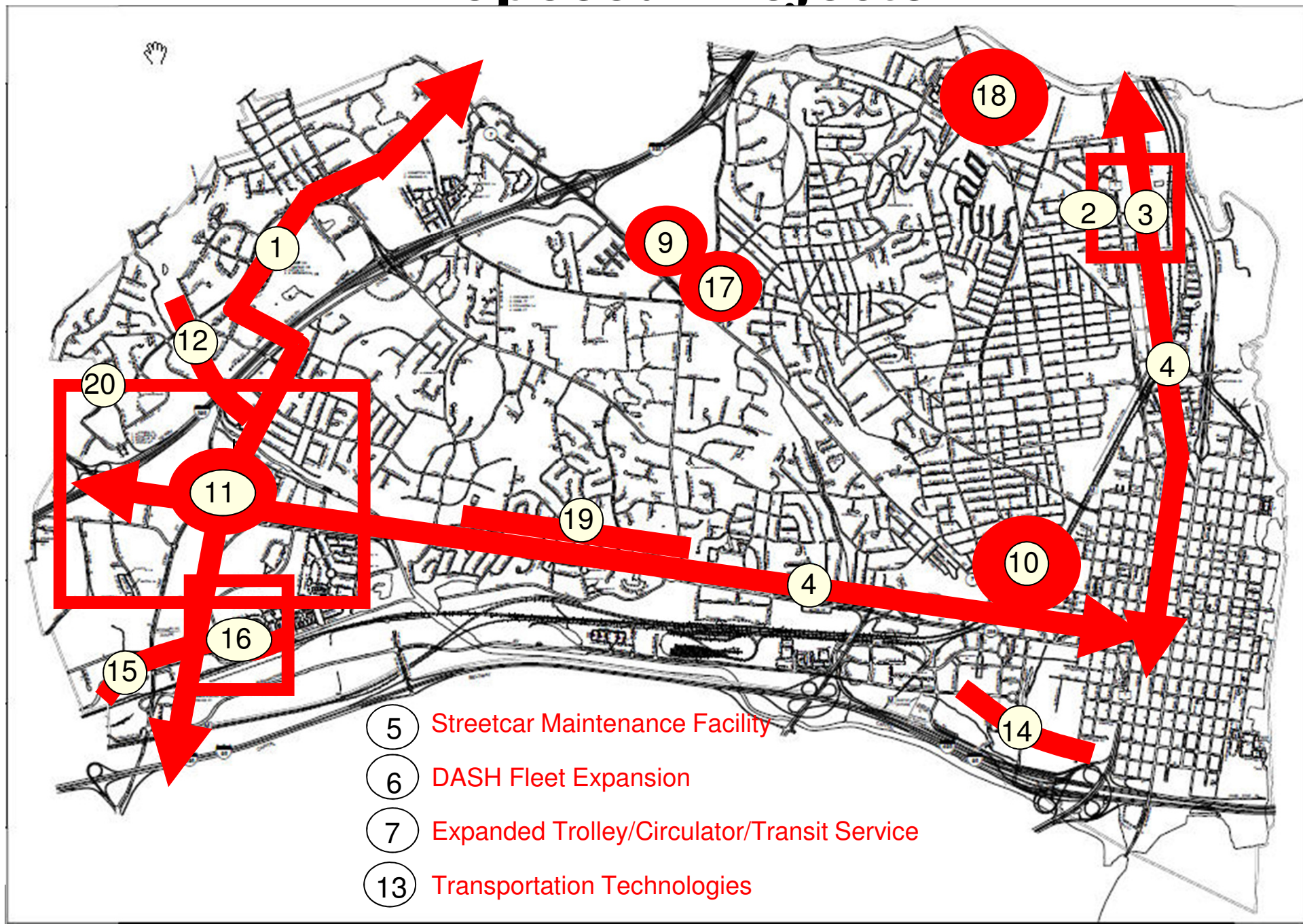
- The Council did not approve a proposed commercial transportation add-on tax; instead, part of the base real estate tax paid by all property owners will be reserved and used to fund transportation.
- It is estimated that the increased funding approved by Council will generate transportation funding of \$13.5 million in FY 2012 and \$110 million over 10 years.

Multi-Year Transportation Improvement Funding

	cents	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Final Approved						
<i>Commercial Tax (0-cents)</i>	0	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Base Real Estate Tax (2.2-cents)</i>	2.2	\$ 10,704,965	\$ 7,408,983	\$ 7,742,388	\$ 8,168,219	\$ 8,658,312
<i>Other Cash Capital</i>		\$ 907,453	\$ 907,453	\$ 907,453	\$ 990,290	\$ 949,943
<i>Reprogrammed Urban Funds</i>		\$ 1,950,000	\$ -	\$ -	\$ -	\$ -
total		\$ 13,562,418	\$ 8,316,436	\$ 8,649,841	\$ 9,158,509	\$ 9,608,255

FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
\$ -	\$ -	\$ -	\$ -	\$ -	
\$ 9,177,811	\$ 9,728,479	\$ 10,312,188	\$ 10,930,919	\$ 11,586,775	
\$ 948,522	\$ 1,796,591	\$ 2,107,453	\$ 2,107,453	\$ 2,107,453	
\$ -	\$ -	\$ -	\$ -	\$ -	
\$ 10,126,333	\$ 11,525,070	\$ 12,419,641	\$ 13,038,372	\$ 13,694,228	\$ 110,099,103

Proposed Projects





Agenda Item #4

Long Range Transportation Plan Update





Agenda Item #5

Staff Updates



Transportation Add-On Tax Summary of CIP Subsections	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors	\$3,700,000	\$7,400,000	\$7,250,000	\$7,250,000	\$7,550,000	\$12,650,000	\$10,000,000	\$10,000,000	\$0	\$0	\$65,800,000
Peak Period Bus Service	5,850,000	0	3,500,000	2,600,000	0	0	0	0	0	0	11,950,000
Transit Station Improvements	2,200,000	0	0	0	600,000	2,700,000	2,700,000	0	2,000,000	0	10,200,000
Non-Motorized Transportation Initiatives	750,000	4,300,000	3,700,000	3,500,000	500,000	500,000	500,000	500,000	500,000	1,500,000	16,250,000
Street Enhancements and Extensions	700,000	6,300,000	0	0	0	0	0	0	210,000	3,100,000	10,310,000
Total CIP Transportation Tax Expenditures	\$13,200,000	\$18,000,000	\$14,450,000	\$13,350,000	\$8,650,000	\$15,850,000	\$13,200,000	\$10,500,000	\$2,710,000	\$4,600,000	\$114,510,000

Transportation Add-On Tax CIP Projects (Continued) Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors											
1. Transit Corridor "C" Construction	\$2,100,000	\$7,400,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,500,000
2. Transit Corridor "A" Widening	600,000	0	0	0	0	0	0	0	0	0	600,000
3. Transit Corridor "A" Streetcar Conversion	1,000,000	0	2,250,000	2,250,000	6,850,000	6,850,000	0	0	0	0	19,200,000
4. Transit Corridor "B" Construction	0	0	0	0	700,000	1,800,000	10,000,000	10,000,000	0	0	22,500,000
5. Streetcar Maintenance Facility	0	0	0	0	0	4,000,000	0	0	0	0	4,000,000
Peak Period Bus Service											
6. DASH Fleet Expansion	5,850,000	0	0	2,600,000	0	0	0	0	0	0	8,450,000
7. Expanded Trolley/Circulator/Transit Service	0	0	3,500,000	0	0	0	0	0	0	0	3,500,000
Transit Station Improvements											
8. Eisenhower Avenue Metro Station Platform Ext.	0	0	0	0	0	0	0	0	0	0	0
9. Bradlee Transit Center	0	0	0	0	0	0	0	0	1,000,000	0	1,000,000
10. King Street Station Improvements	2,200,000	0	0	0	0	0	0	0	1,000,000	0	3,200,000
11. Landmark Transit Station	0	0	0	0	600,000	2,700,000	2,700,000	0	0	0	6,000,000
Non-Motorized Transportation Initiatives											
12. Holmes Run Greenway/Eisenhower East	250,000	3,300,000	0	0	0	0	0	0	0	0	3,550,000
13. Transportation Technologies	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,000,000
14. Old Cameron Run Trail	0	500,000	3,000,000	0	0	0	0	0	0	0	3,500,000
15. Backlick Run Multi-Use Paths	0	0	200,000	3,000,000	0	0	0	0	0	0	3,200,000
16. Van Dorn Metro Multimodal Bridge	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
Transportation Add-On Tax CIP Projects (Continued) Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Street Enhancements and Extensions											
17. King/Quaker/Braddock Intersection	600,000	5,400,000	TBD	0	0	0	0	0	0	0	6,000,000
18. Mt. Vernon Ave/Russell Road Intersection	100,000	900,000	0	0	0	0	0	0	0	0	1,000,000
19. Duke Street Complete Streets	0	0	0	0	0	0	0	0	210,000	2,100,000	2,310,000
20. High Street Construction	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
Total CIP Transportation Tax Expenditures	\$13,200,000	\$18,000,000	\$14,450,000	\$13,350,000	\$8,650,000	\$15,850,000	\$13,200,000	\$10,500,000	\$2,710,000	\$4,600,000	\$114,510,000

Transportation Add-On Tax Operating Expenditures	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Transit Corridor "C" Operations	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000
Transit Corridor "A" Operations (Streetcar)	0	0	0	0	0		2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
Transit Corridor "B" Operations	0	0	0	0	0	0	0	0	1,600,000	1,600,000	3,200,000
DASH Bus Expanded Service	0	1,332,000	1,332,000	1,332,000	1,768,000	1,933,000	1,933,000	1,933,000	1,933,000	1,933,000	15,429,000
Expanded Trolley/Circulator Service*	500,000	1,000,000	1,000,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	7,400,000
<i>Transitway Implementation Staff</i>	<i>\$161,352</i>	<i>\$147,900</i>	<i>\$150,858</i>	<i>\$153,875</i>	<i>\$156,953</i>	<i>\$160,092</i>	<i>\$163,294</i>	<i>\$166,559</i>	<i>TBD</i>	<i>TBD</i>	<i>\$1,260,883</i>
Transportation Tax Debt Service	\$0	\$136,010	\$638,797	\$1,023,691	\$1,215,375	\$1,332,127	\$1,729,293	\$2,139,815	\$2,327,448	\$2,316,308	\$12,858,864
Total Operating Transportation Tax Expenditures	\$661,352	\$2,615,910	\$3,121,655	\$3,209,566	\$5,440,328	\$5,725,219	\$8,625,587	\$9,039,374	\$10,660,448	\$10,649,308	\$59,748,747

* The operating funding planned in FY 2012 - FY 2014 includes a built-in assumed portion for the leasing of capital equipment.

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Grand Total, Transportation Tax Expenditures	\$13,861,352	\$20,615,910	\$17,571,655	\$16,559,566	\$14,090,328	\$21,575,219	\$21,825,587	\$19,539,374	\$13,370,448	\$15,249,308	\$174,258,747